

FOR MIKE DUPONT – 5-19-21

Aircraft Identification

Make: Beech Aircraft

Model: S35

Serial No: D-7674

Reg. No.: N64CG

Yr. Mfg.: 1964

While note is made that the FAA Considers the aircraft an October 1964 issued certificate /build year the serial number also shows that the model year is considered a 1965 model year. (this is common for many aircraft specifically the Beech line of aircraft.)

Type of Aircraft: Fixed Wing Single Engine

Airframe Total Time: 3,895 Tach Hrs.

Airframe Total Time Detail Of Calculation: The calculation of this aircrafts total time was made by reviewing the available aircraft log books and records and tracing the endorsements in those logs made from maintenance entries. Additionally, the tach. meter in the aircraft was referenced in the log entries and is used to verify the aircrafts total time. The referenced times in this report were recorded from the latest FAA annual maintenance inspection on 5-8-20. NOTE IS MADE that this tach. was not the original installed tach. from the factory when the aircraft was new. Reference was made in one logbook about the installation of a new hour meter. (new tach was installed with 00.00 reading on 1-13-95 and the old tach was removed showing a reading of 3,076 hours when removed) Tach. meters are sometimes replaced as caused by mechanical failure however this aircraft documentation does not indicate any lapse in time recorded. All times appear accurate and correct as reviewed by this appraiser and as reported to this appraiser. It was noted additionally that extensive restoration work was done to the aircraft over a period between 1995 and 2005. No missing calculation of time was suspected and again this reflection of total airframe hours and or engine hours were taken directly from the aircraft appropriate logbooks as documented and attested to by an FAA Certified mechanic.

Airframe Condition: Good/Average

Comments On Visual Examination: The leading edges appear above average for the time and year of the aircraft. No unusual abrasion or major remarkable defects were evident. All leading

edges appear in fine condition. The cowling as well as the upper skins on the aircraft show well. The paint is well adhered and is above average. The under skins as well appeared damage free, and in above average condition. No damage or "wrinkled skins" were seen in the tail section of the aircraft or in the canopy or wing root areas. There is no negative airworthiness effect and no reduction of aircraft total value from any airframe skin inspected. The spinner appears in average condition with no evident dents or erosion. No cracks or dents were noted in any of the airframe skin. The gear areas all appear particularly good with no obvious cracks or stop drilled holes in them. The right aircraft tip and left aircraft tips are in exceptionally good condition as well. The landing and taxi lights (LED) appear clear and in good condition. All lenses were in above average condition with no crazing and no evident cracking. The belly and tail were free of obvious dents and damage. The tail underside as well was secure and did not reveal any damage. The trailing edges of the flaps and the control surfaces were carefully examined for defects. The left and right flap trailing edges were examined for stop drilled areas with none noted and no skin deterioration noted. The entry door and baggage door seals appeared tight and secure with NO dry rot noted, and a smooth and tight fit. The top of the fuselage as well did NOT reveal any hail damage, or defects. The wing root areas as well appeared in good condition. The wing walk appeared in good condition and was also painted in white, as compared to the customary black wing walk material. The windshield and all the aircraft glass appeared exceptionally good from the outside looking in. No fluids were seen dripping from any lines under the cowlings or in the gear areas. The aircraft was lifted off the ground on jacks as it was in a serviceable position for the maintenance staff.

Log Books in Aircraft Appear: Original and Mostly Complete

Airframe Logbook Inventory and Comments: Two Airframe logs and associated records were reviewed for this aircraft. Airframe log number one had documented entries listed from 11-24-64 with 51 hours when the aircraft was new through 11-13-85 and documenting an aircraft total time of 2,270 hours. Log number two had entries from 3-21-85 with 2,336.02 hours through 5-8-20 the date of the last annual inspection and 3,894.5 total airframe hours. All times appear correct, and in order. Some records were documented in a separate binder. Also noted in the binder were additional documentation including work repair orders and FAA paperwork and documents. Additionally, noted was that the aircraft registration of N64CG appears to have been the third "N" registered aircraft number. (for the reader not familiar with a registration number, many times, an N Number which signifies a US registered airplane may have a registration number change to match an owner's name initials, or the like) There is no change in value for an aircraft that has had a registration change, or not. Our subject aircraft has had at least three changes in the registration (or call sign). Previous to the current registration the aircraft was listed as N67HC on 3-31-95 and then on 4-24-95 N8661Q. On 12-2-97 N64CG was requested from the FAA and on 1-16-98 N64CG was assigned to our subject aircraft. The Aircraft Log Binder also included many 337 repair forms, and other special maintenance attention such as avionics upgrades, and replacement of other equipment. All aircraft logs and records that were reviewed appear complete and accurate. No missing log pages were suspected with regards to the available viewable logs. It is significant as far as aircraft history, documentation, and value that the flight time and aircraft maintenance history can be currently documented from new through the date of this aircraft appraisal. This aircraft appraiser was told by the chief mechanic that during the history of the aircraft damage from a fire had occurred and the current owner had purchased the aircraft and had the necessary repairs accomplished to complete one updated airworthy aircraft. No mention of a fire was seen in any log entries, but extensive repairs were documented. From 1995 through 2005 the aircraft was grounded for extensive restoration. This appraiser was satisfied with the accuracy and originality of all available log documents that were available for review. Digital logbook copies (at the approval of the client) were additionally made by this aircraft appraiser and electronically sent to this client's mechanic for review by himself and any other interested maintenance person or shop.

Aircraft Registered To: John Ornellas

- **Address:** 5 Hamman Circle
- **City, State, Zip:** Avon, MA 02322-1511

Date of Registration: 09/13/97

Registration Expiration Date: 04/30/24

Location of Registration And Airworthiness Certificates: The FAA registration and FAA Airworthiness certificate were viewed by this appraiser and are located inside the aircraft, on the back of the baggage compartment wall. They are both contained in plastic and both are intact. NOTE is made that the viewed FAA registration card and airworthiness certificate were CURRENT and verified by this appraiser with the FAA records. This FAA Registration and FAA Airworthiness Certificate MUST be in the aircraft for any flight operations. (ground movement or flight).

Location of Pilot's Operating Handbook (POH): The required FAA pilot operating handbook was in the pocket behind the pilot seat. The POH is required to be in the cockpit during flight for reference as needed by the crew.

Location of Weight and Balance, FAA 337 Forms, Equipment List: The weight and balance are located inside the pilot operating handbook and the FAA Approved Flight Manual and was reviewed by this appraiser. The latest weight and balance viewed had a date of 10-26-16. The Aircraft Gross Weight is listed as 2,394.50 pounds. The Useful Load is listed as 905.50 pounds.

Maintenance Status

Maintenance Annual Inspection Date: 5-8-20 (407.1 tach hours were showing as of the annual date and 3,487.5 hours from a previous tach need to added for a total aircraft time of 3,894.5 hours)

Comments: Aircraft and power plant maintenance appears normal and consistent throughout all reviewed logbook entries. Airframe entries include tire replacement when required and brakes. Additionally, various routine inspections as well as progressive inspections were noted as being complied with. Many annual inspections, service bulletins and AD compliance and routine oil changes were also noted throughout the reviewed logs and documents. The recent MAINTENANCE and Annual inspection on this aircraft has been performed primarily by a local A/P, I/A. FAA licensed maintenance A & P (airframe and power plant) facility on 5-8-20. (American Aero Services in Taunton, MA, Mike Dupont) All major inspections (ANNUAL Inspections) must be reviewed and officially signed off by an FAA Mechanic who also has the I/A (inspector authority) designation from the FAA. The most recent complete annual sign off again was done 5-8-20. The maintenance on this aircraft has been well tracked as of the available logbooks. The aircraft has been operated under part 91 of the FAA regulations since new. No current damage has been noted. Repairs from previous damage was reviewed by this appraiser and were extensive. Especially noted were wing assembly repairs made to the Right and Left wings on 1-11-02. Again, major repairs were done to this aircraft between 1995 and 2005 before it began to fly again. All the repairs seem to be well documented and accomplished with completeness as documented in the log records and the aircraft operators have not reported any lasting effects. A deduction in value has been taken for this extensive history. Repairs were made on the fuselage, Ribs, and the Upper Empennage skin. The wings and all skin appear visually good now as of this retrospective appraisal date and no lasting problems have been detected or reported to this appraiser. The upkeep and documentation of maintenance upgrades on this aircraft for this type and year of aircraft adds a positive effect on the value to the aircraft.

Known Airframe Maintenance Issues: No maintenance requirements were observed or made known to this appraiser.

Estimated Cost To Repair: N/A

IFR/Transponder/Encoder Last Recertification Date: 5-6-19 (this aircraft is legal for FAA flight into controlled flight space)

ELT Battery Last Inspected: 5-8-20 (Batteries next due 5-8-24)

Service Bulletin Status: While many inspections were noted in the logbooks and records, a complete listing should be requested and/or verified from any potential purchaser to assure compliance with some or all the Service Bulletins as of the date of this appraisal. It is noted through the progressive and annual inspection status reviewed that the ADs had all been complied with as of the last annual date of 5-8-20.

AD's Complied With: Yes **Estimated Cost for AD's Compliance:** N/A

Tires Condition: Good

Exterior Paint Condition: Very Good

Repaint Date: Log records endorse the fact that this aircraft was painted and updated at Prestige Aircraft Inc., in Swanton, Vermont. On 2-15-11 at a tach time of 172.4 hours there is a log documentation that this subject aircraft N64CG was entirely, chemically stripped. Noteworthy is that all control surfaces are listed as having been balanced as required by the FAA. The aircraft was completely repainted. All fiberglass pieces were sanded, filled, and painted as well according to the log entry. At that same time the wing Vortex Generators were installed. The tail Vortex Generators were already installed at that time. A stainless-steel screw kit was installed at this same time. New paint colors were Snow White with Fawn Tan shadow, Silver Platinum and Radiant Red.

Paint Comments: The aircraft is painted in a White base major with Camel Tan shadow and Silver and Red accents and stripes. The paint has full and complete coverage. No missing paint or real paint chipping were noted. No sign of damage or paint deterioration was noted on the airframe at all. This appraiser feels that while the aircraft has been hangered, most possible oxidation has been avoided. A professional detailing will always preserve the finish and is periodically advised to maintain value in the cosmetics of the aircraft. It is obvious that this owner exhibited pride in his aircraft appearance and its upkeep. The polished spinner viewed bright and shiny and without obvious defects. Cosmetically speaking, all tips, leading edges and trailing edges appear great with no defects in the paint noted. The entire paint coverage and condition of the fuselage again, is above average. All wing root and other seals appear as new as the paint. While the flying of the aircraft in harsh weather can take a toll on the integrity of an aircraft's paint, no deduction of value has been taken for the subject aircraft's fuselage paint or trims. The contrasting paint is well coated with a smooth and pleasant appearance.

Interior Condition: Very Good

Cabin Configuration: Passenger

Panel Layout: Above Average

Pressurized Cabin: No

Window Condition: Above Average

Interior Comments: The INTERIOR of this aircraft is a standard 4 place configuration; two crew seats in the cockpit and two rear passenger seats. The interior was refurbished on 12-20-01 according to the logbook documents. The interior was done in New Bedford, MA. Appropriate material "burn tests" and documentation may exist for the interior materials however not reviewed by this appraiser or seen in the supplied paperwork. OUR subject aircraft, N64CG has had all the avionics updated along with some wonderful interior refurbishments. The interior shows well with no rips or tears evident. All seats were refinished in Ivory leather appearing material with Tan accents. No dirt marks were observed on any of the seats or backing. All seats seemed to be above average condition. All the seatbelts are Tan and appear in fine condition. The Camel colored carpeting appears in fine condition with no evident or major soil marks or stains. The soft Cream-colored headliner appeared almost unremarkable. The rear baggage compartment was as clean as the rest of the interior. The interior door panels show above average with no real wear or scratches noted on the side panels. The dual control yokes were in good condition and the dash had no evident cracking or real wear. With regards to the windows, the pilot and co-pilots side windows, passenger windows and windshield all appear in above average

condition from the inside, with no cracking or crazing seen. The entry door operate smoothly, as does the baggage door.

Airframe/Avionics Modifications

Modifications were noted for this aircraft and were confirmed with review of many FAA 337 Forms and records. The FAA Registration and Airworthiness files were reviewed from the FAA.

Among some mods noted were the New One-piece Windshield

Aircraft Colemill "Starfire" Conversion

Shoulder Harness

LED Lights

GamiJectors

Bracket Air Filter

Knots 2 U Flap and Aileron Gap Seals

Vortex Generator Kit

Cleveland Wheels and Brakes

Rosen Sun Visor System

Damage History

Current Damage: None noted as of the date of this retrospective report.

Historical Damage: As previously reported. From 1995 – 2005 our subject aircraft went through serious restoration from damage that had occurred some years before. The aircraft has been fully repaired with no report of lasting

problems. Major repairs were previously listed in this report.



Engine(s) & Props

Engine Manufacturer: Continental

Model: IO-550B

Engine Type: Piston

Logbook Inventory and Comments: Two engine logbooks for the engine were reviewed for this subject aircraft. The first engine logbook record contained entries from the latest major Engine Rebuild on 6-1-93 with 00.00 SMOH (Since Major Overhaul) through 6-6-07 with a total tach time of 3,624.0 or approx. 982 hours. The second log had entries from 8-23-07 with 3,646.7 tach hours and approx. 1,002.7 hours SMOH through 2-1-21 (the date of the last annual inspection) with 4,096.2 hours and 1,485 engine hours SMOH. All logs reviewed appear complete and accurate. Note was made that this installed engine was a FACTORY RE-BUILT powerplant which qualifies as an engine with 00.00 time on it, as though it was a factory new engine. (only the Factory New or Factory Rebuilt (or also known as a factory reman) can be designated as a pure engine, never with any time or usage on it. documented repairs are contained within the logs and records. No missing log pages were suspected, and this appraiser was satisfied with the accuracy and originality of all available log documents.

Engine Serial No: 281992-R

Engine Total Time: 256.9 Hrs.

Time Since Major Overhaul: 256.9 Hrs.

Engine Overhauled By: This power-plant was overhauled by Continental as a Factory-Rebuilt -0- time engine.

Date Since Overhaul: 1-13-95

Recommended TBO: 1,700 Hrs. or 12 Years

Engine Comments: The engine has not been reported to as problematic at this time. Documented repairs along with normal service and oil changes are contained within the logs and records. No missing log pages were suspected, and this appraiser was satisfied with the accuracy and originality of all available log documents. It is important for the reader to understand that while this engine was overhauled/rebuilt as a -0- time Continental Factory Overhaul/Rebuild any additional work done on this engine subsequently does NOT qualify as another major overhauled engine. Especially noted is the fact that while the engine time is extremely low, the 26 years since overhaul suppresses most of any value that might be found in another like engine that was overhauled within the last 12 years of the manufacturers recommended calendar life of the engine. This upgraded engine was installed as part of the Colemill "Starfire" Conversion on 1-13-95 at an aircraft total time of 3,075.54 hours.

The compressions at the last annual inspection on 5-8-20 were documented at 70,70,70,68,74 and 72 all over 80. These are excellent compressions and well within the compression wear limitations of the engine manufacturer.

Propeller

Propeller Type: Constant Speed

Serial No.: GK57

Make: Hartzell

Model: HC-C4YF-1E

No. Blades: 4

TSO/New: 281.5 Hrs.

Date O/H: 10-19-05

Propeller Comments: The propeller blades appear smooth and well dressed. This propeller has no deice boots installed which is common for this type of propeller and aircraft. Note was made from the propeller logbook that this installed prop was also inspected and repaired by New England Prop. on 1-26-15. No other details were available as to the need for the repair.

Instrumentation

Full Panel: Yes

Dual Panel: No

Panel Configuration: Very Good

Panel Condition: Above Average

IFR Equipped: Yes

Comments: This aircraft, N64GC is fully equipped for VFR (Visual Flight Rules) and IFR (Instrument Flight Rules) flight into IMC (Instrument Meteorological Conditions) flight conditions. Certification was last done on 5-6-19 and will be due again by 5-31-21. (this is a required two-year certification for FAA compliance)

Avionics

Type of Avionic: AUDIO PANEL

Mfg: GARMIN

Model: GMA 340 Quantity: 1

Type of Avionic: GPS/NAV/COM

Mfg: GARMIN

Model: GNS 530W Quantity: 1

Type of Avionic: GPS/NAV/COM

Mfg: GARMIN

Model: GNS 430 Quantity: 1

Type of Avionic: INTEGRATED FLIGHT CONTROL SYSTEMS

Mfg: S-TEC

Model: 60-2 w/GPSS Steering & Alt. Alerter P/N 0140 Quantity: 1

Type of Avionic: STORMSCOPE

Mfg: INSIGHT

Model: STRIKE FINDER Quantity: 1

Type of Avionic: WEATHER & TRAFFIC

Mfg: GARMIN

Model: GDL Quantity: 1

Type of Avionic: HSI

Mfg: KING

Model: KCS 55A Quantity: 1

Type of Avionic: TRANSPONDER SYSTEM

Mfg: GARMIN

Model: GTX345 (ADSB In and Out)

Quantity: 1

Type of Avionic: CD/RADIO

Mfg: AVIONICS INOVATIONS

Model: AICD III

Quantity: 1

Type of Avionic: ENGINE MONITORING SYSTEM

Mfg: JPI

Model: EDM 700

Quantity: 1

The avionics installed in this aircraft are considered above average when compared to other aircraft of the same make, model, and year.

Additional Equipment

Dual Controls: Yes

Type: Yoke

Stall Warning System: Yes

Rotating Beacon: Yes

Strobe Light: Yes

Taxi/Landing Lights: Yes

Navigation Lights: Yes

Long Range Fuel: No

Total Fuel Capacity: 80 Gallons

Single Point Refuel: No

Other Equipment: Additionally, the aircraft has the following equipment installed. All of which has a positive effect on value to our subject aircraft above other identical year and model. Whelen Strobe Kit, Dual Pilot-co-pilot yoke, dual glide slopes and electric trim.

De-Icing Systems

Known Ice System: No

Ice Lights: No

Type of De-Ice: None

Boots Condition: None

Prop De-Ice: No

De-Ice Type: N/A

Windshield De-Ice: No

Windshield Wipers: No

Pitot Heat: Yes

Comments: This single engine Beech S35 aircraft (N64CG) is **not** equipped **nor** certified for flight into known icing conditions. (FIKI).

Aircraft Appraiser's Comments

This aircraft, N64CG is currently recorded as co-owned by John Omellas, 5 Hamman Circle, Avon, MA 02322-1511. The aircraft has been flown and operated under the FAA part 91 regulations as evidenced by the documentation. Use of the aircraft has been for business and personal flying. The airworthiness certificate was issued by the FAA on 10/23/64 in the standard classification and utility category. All times were as of the last annual sign off on 5/8/20. The aircraft has been hangered in a private setting, well protected from the elements. It was observed that the pleasant appearance of the aircraft along with the exceptional modifications of avionics that these all make a positive impact on value of the aircraft. With an engine that was originally installed in 1995 and although low operational hours it has far exceeded a 12-year engine manufacturer time between recommended overhaul. Now 26 years old, no additional value is added for the low powerplant hours. The base average does incorporate the "core" value of the run-out engine. Valuing a powerplant this old must be considered run-out due to the calendar year of last overhaul. Also specific to this aircraft was the previously mentioned repairs to aircraft damage that was extensive. While the aircraft looks very well today, the repair history cannot be removed which does have a negative value on the aircraft. This aircraft was appraised while inside of a hangar in Taunton, MA. All provided logbooks appear complete, for the most part since new. All were reviewed in a comfortable and unhurried atmosphere...end of report.

This aircraft, N64CG, was personally examined on 3-18-21 by Kenneth W. Dantzig, PSCA, Senior Certified Aircraft Appraiser and USPAP Qualified by and associate of the Professional Aircraft Appraisal Organization, at Taunton Municipal Airport in Taunton, MA, Bristol County.

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FAA AIRCRAFT REGISTRATION – N64CG

REGISTRATION NOT TRANSFERABLE	
UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION – FEDERAL AVIATION ADMINISTRATION CERTIFICATE OF AIRCRAFT REGISTRATION	
NATIONALITY AND REGISTRATION MARKS N64CG	AIRCRAFT SERIAL NO D-7674
MANUFACTURER AND MANUFACTURER'S DESIGNATION OF AIRCRAFT BEECH 535	
NCAO Aircraft Address Code 52061433	
A B E D T O	ORNEILLAS JOHN 3 HANSMAN CIR AVON MA 02322-1511
Individual	
This certificate is issued for registration purposes only and is not a certificate of title. The Federal Aviation Administration does not determine rights of ownership or possession in aircraft.	
It is certified that the above described aircraft has been entered on the register of the Federal Aviation Administration, United States of America, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Title 49, United States Code and regulations issued thereunder.	
DATE OF ISSUE September 3, 1997	EXPIRATION DATE April 30, 2024
U.S. Department of Transport Federal Aviation Administration	

FAA AIRWORTHINESS CERTIFICATE-N64CG

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION – FEDERAL AVIATION ADMINISTRATION STANDARD AIRWORTHINESS CERTIFICATE	
N64CG	BEECH 535
D-7674	STANDARD UTILITY
AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to the provisions of Title 49, United States Code, and the Federal Aviation Regulations, 14 CFR, which apply to the aircraft to which this certificate is issued. The aircraft is shown to conform to the type design for the aircraft to which this certificate is issued, and has been found to meet the applicable airworthiness standards and related airworthiness criteria provided by Annex B to the Convention on International Civil Aviation, except as noted hereon.	
DEFECTS AND CONDITIONS NONE	
ISSUANCE 8/10/23/1964	Stephen W. Gould, AS
FAA Form 8100-2	













